

Amendments to the Specification:

Please amend the specification as follows:

[0018] Figure 8 is a cross sectional view along line VIII-VIII of Figure 6 ~~7~~; and

[0019] Figure 9 is a cross sectional view along line IX-IX of Figure ~~1~~ 2.

[0022] The front panel structure 11 (Figure 3) contains a first panel section 20, which extends from a first floor section 19 of the floor section 13 in vertical vehicle direction B-B and borders a nose compartment 21. A second panel section 23 extends from a top end 22 of the first panel section 20 in ~~fac~~ing opposite a direction opposite the vehicle forward driving direction C. The first floor section 19, the first panel section 21, and the second panel section 23 border a leg compartment 24 of passenger cell 4. Furthermore, the first floor section 19 of the floor structure 13 in the area of the leg compartment 24 is provided with a local thickening 25, which serves as a base for pedals (not shown).

[0023] The rear panel structure 12 contains a third panel section 27, which extends from a rear floor section 26 of the floor section 13 in generally vertical vehicle direction B-B. A fourth panel section 29 is attached to the top end 28 of the third panel section 27 and is aligned in ~~fac~~ing opposite a direction opposite of the vehicle forward driving direction C. The rear floor section 26, the third panel section 27, and the fourth panel section 29 border a cavity 30 with an open side 31, which extends toward a battery space 32. The cavity 30 is designed to accommodate a tank 33 for passenger vehicle fuel and can be closed on the open side 31 by means of an upright panel 34.

[0024] According to Figure 6, the front panel structure 11 and e.g. a non-metallic windshield frame 35 are structurally joined; like the remaining structure 3, or the passenger cell, the windshield frame 35 can be made of high-

strength fiber-reinforced plastic – CFRP –, as described in EP 0 286 058 A1. With this, the windshield frame is designed as a hollow member, comprising a bearing panel 37 for a windshield 38. This bearing panel 37 is provided with support panels ~~38, 38'~~ 39, 39', of which the free ends 40, 41 are provided with flanges 42, 43. The flanges ~~43, 44~~ 42, 43 extend to ~~the first panel section 20 and the second panel section 21~~ 23, and are held in position by adhesive bonding 45, 46. For a flush seat of flange ~~43~~ 42 on the second panel section 23, the latter is provided with a recess 47.

[0025] The windshield frame 35 has upright columns 48, 49, so-called A-pillars, that are provided with hollow spaces 50, 51, containing support columns 52 (Figure 7). Each support column 52 is made of metal and is attached to the front panel structure 11. The support column 52 is held in position on said panel structure by means of a retainer plate 53. The retainer plate 53 has legs 54, 55 that extend toward each other at an angle. The legs 54, 55 are based on corresponding panel areas 56, 57 of the front panel structure 11, and the retainer plate 53 is fixed by bolts 58, that are aligned with tap holes 59 of a metallic insert 60. The insert 60 with the legs 62, 63 is integrated in the front panel structure 11 in such manner that this insert 60 is covered by contact panels 65, 66, which enclose a core ~~66~~ 66' outside the insert 60; this design is described in the above mentioned EP 0 286 058 A1. Between support column 52 and column 48 is foam material 67, which only extends across a relatively small section Tb of a free end 68 of the support column 52. Furthermore, the support column 52 consists of a minimum of two sleeved tubes 69, 70, which, in the embodiment shown, have a circular cross section.

[0026] A roll bar mounting 71 is structurally joined with the rear panel structure 12. The roll bar mounting 71 is made of non-metallic material, preferably fiber composite material, such as CFRP. The roll bar mounting 71 consists of two single roll bars 72, 73, which are attached to the rear panel

structure 12 in the area of the housings 6, 7 for the passenger seats 8, 9. In a cross-sectional view, each single roll bar, e.g. ~~72~~ 73, comprises upright side panels 74, 75 that are spaced in longitudinal vehicle direction A-A and between which a connecting panel 76 extends. The side panels 74, 75 reach the rear panel structure 12 with free ends 77, 78, and rest in recesses 79, 80 of said panel structure 12 by means of adhesive bonding 81, 82. The connecting panel 76 is designed for bearing a roof and has a groove 83 for a seal. The seal lies between the single roll bar ~~72~~ 73 and the roof. Finally, Figure 2 illustrates that the front wall structure 12 is supported on the center tunnel 18 with a support strut 84, which extends in longitudinal vehicle direction A-A and takes a rising course in driving direction C. The support strut 84 is attached to the center tunnel 18 or the front panel structure 12 with bolts, adhesives or the like.